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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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25X1

COUNTRY USSR (Turkmen SSR)  
SUBJECT Railroad Bridge over Amu-Darya River

REPORT

DATE DISTR. 20 July 1954

NO. OF PAGES 3

DATE OF INFO.

REQUIREMENT NO. RD

PLACE ACQUIRED

REFERENCES

25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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On page 1, paragraph 1c, the coordinates of Unaraznou should be N 39-08, E 63-36.  
On page 1, paragraph 2b, the coordinates of Farab should be N 39-08, E 63-40. 25X1  
On page 1, paragraph 3a, Felix should read Feliks.

25 YEAR RE-REVIEW

USAF review completed.

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI	#X	AEC				
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REPORT

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COUNTRY USSR (Turkmen SSR)

DATE DISTR. 18 June 1954

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## 1. Identification:

- a. Railroad bridge was called "Chardzhouskiy Most".
- b. Bridge bore passenger and freight traffic.
- c. Nearest town at point of river crossing was Chardzhou  $\angle N$  41-17, E 67-557.
- d. Crossed Amu-Dary'a River.

## 2. Location:

- a. Bridge led directly into city center of Chardzhou (five kilometers from south bank of Amu Dar'ya).
- b. Bridge connected Chardzhou and Farab  $\angle N$  39-14, E 67-287 on each bank of Amu-Dar'ya.

## 3. Traffic:

- a. Railroad bridge supported heavy type of Soviet locomotive: S.O. (Sergo Ordzhonikidze), F.D. (Felix Dzerzhinskiy) and diesels, (Teplovozy). There were no electric trains along this line.   no wires paralleling track. Rails were 10 cm. thick.
- b. Line had passenger and freight rolling stock.

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25 YEAR RE-REVIEW

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## 4. Climatic Conditions:

- a. During [redacted] September - October 25X1  
1949), weather was very torrid, dry (40° centigrade).

## 5. Hydrographic Data:

- a. Amu Dar'ya River flowed northeast; current was rapid at bridge point; width of banks at bridge was approximately one kilometer.

## 6. Status:

- a. Bridge was constructed [redacted] 25X1
- b. Bridge was not damaged during World War II.
- c. [redacted] this bridge was the only one within 25X1  
hundreds of miles on either side of Chardzhou. In the event 25X1  
of its destruction "railroad traffic would be disrupted for at  
least six months".

## 7. Technical Data:

- a. Bridge was a simple supported quadrangular through truss type [redacted] 25X1  
estimated length of bridge [redacted] 1,300 m. 25X1
- b. Bridge had approximately 15 trestle-type trusses; each truss section was 80 m. long. Trusses were criss-cross pieces of 10 cm. plate iron. [redacted]
- c. Railroad approached bridge on raised embankment. Overhead trusswork extended 100 m. on each side of bridge before reaching banks of river. 25X1
- d. Clearance between river surface and bridge was seven meters.
- e. Bridge was not movable (such as a swing bridge). Small river craft navigated river.
- f. Height of overhead truss from rails was six meters.

## 8. Security:

MVD guard shacks were located at both approaches. Train was not stopped during crossing. MVD were armed with automatic guns.

## 9. Bridge Loadings:

When [redacted] train crossed bridge, 12 passenger trains (four-axle, 25X1  
were pulled by two diesel locomotives. [redacted] 25X1

[redacted] 25X1

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